

*Meeting*

19 AUG 1968

MEMORANDUM FOR THE RECORD

SUBJECT: Briefing on Chain Bridge Intersection Traffic Problems and Possible Solutions - 16 August 1968

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1. Present were Messrs. Bannerman, Meloon, [redacted]

2. [redacted] gave a briefing on the survey which is being conducted by members of the Office of Logistics on the rush-hour traffic problems at the Chain Bridge - Routes 120 & 123 intersection. One possible solution to easing the traffic problem involves the acquisition of some of the Trowbridge property at the corner of Routes 120 and 123 for an additional traffic lane around the corner from Chain Bridge onto Route 123. [redacted] presented the following reasons why this is not a feasible solution:

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- a. Virginia Highway resistance.
- b. High cost - estimated over \$100,000.
- c. Approval delays.
- d. Construction delays - it is estimated it would take at least a year which would further aggravate the existing traffic problems.
- e. Only partial solution.

3. Other possible solutions were discussed but [redacted] believes the best solution developed to date would be to stop the flow of traffic from Chain Bridge up Route 120 during the rush hours. This would mean all rush-hour traffic from Chain Bridge would have to turn right onto Route 123 and thus enable a continuous flow of traffic from Route 123 onto Chain Bridge and from Chain Bridge onto Route 123. Discussions with the Virginia highway authorities on this proposal have been futile to date.

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4. Mr. Bannerman requested that the representatives from Logistics prepare a brief memorandum in laymans' language, illustrated with several simple charts, which would show why the Trowbridge access solution is not a practical one. The Agency will continue to look for other solutions with the Virginia Highway Commission. As the traffic problem at this intersection becomes progressively worse, some solution may be developed.

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5. [redacted] gave Mr. Bannerman a memorandum (attached) concerning a call from [redacted] project engineer responsible for the development and coordination of design and construction of the prepared DIA Headquarters Building. There are approximately 24 sites being considered, and one of them is the Bureau of Public Roads property. [redacted] was instructed to examine a recent memorandum prepared by Mr. Coffey concerning DIA's interest in the BPR property; and also to obtain from [redacted] a recent paper on Projected Population Increases in the Langley-McLean area, prepared by the National Capital Planning

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Commission. Mr. Meloon [ ] asked to check and be sure CIA is on record as being interested in being given first option to obtain any BPR property which becomes available. Mr. Bannerman requested Mr. Meloon to collect all available information and to prepare a memorandum on where we stand in relation to the BPR property before anyone from the Agency discusses with [ ] the proposed use of this property for a DIA Building. Mr. Bannerman informed [ ] it was all right to discuss a traffic survey with [ ] but he wanted to raise the levels of discussions on the DIA Building.

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6. The Military Construction Appropriation Bill for FY 1969 made appropriations of \$290, 000 for DIA. This is designated for electrical wiring for air-conditioning in Arlington Hall. The Legislative Counsel is investigating to determine when the time expires on the authorization for a new DIA Building.

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Special Assistant to the  
Deputy Director for Support

Attachment

SA-DD/S:DBP:fav

Distribution:

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1 - DD/S Chrono  
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